



June 4, 2026

Infrastructure and Environment Committee
Attn: Committee Administrator
Toronto City Hall

Dear Members of the Infrastructure and Environment Committee,

Re: Improving Davisville Avenue: Designing a Safer & More Beautiful Street Together 2026.IE30.2

Yonge4All is a diverse group of residents who live, work, and shop in Toronto, representing over 5,000 subscribers and 8,000 Yonge Complete Street petition signatures who walk, bike, ride the TTC, and drive along Yonge Street and the surrounding neighbourhoods.

We are writing to express our wholehearted support for the safety improvements proposed by Transportation Services for the Davisville corridor, as outlined in their June report before your committee. These long-awaited changes are critical to protecting vulnerable road users and improving overall traffic safety.

As a densely populated residential area featuring schools, parks, transit hubs, seniors' facilities, businesses and a highly-anticipated community centre, the Davisville corridor sees a heavy volume of pedestrian, cyclist, and vehicle traffic.

The proposed measures directly address well-known conflict points through targeted, effective solutions such as:

Pedestrian Visibility and Safety: Prohibiting parking 30 meters in advance and 15 meters after pedestrian crossovers on Davisville Avenue is a common sense measure that will drastically improve sightlines, giving drivers and pedestrians a clearer view of one another. Similarly, raised medians on Davisville Avenue, combined with the addition of curb extensions on Pailton Crescent and Acacia Road will shorten crossing distances for pedestrians, making them more visible while naturally slowing down turning vehicles.

Intersection Safety Improvements: A dedicated eastbound right-turn signal at Yonge and Davisville, alongside a dedicated green arrow for southbound right turns from Chaplin Crescent, directly targets dangerous conflicts between turning vehicles and pedestrians crossing Yonge Street. Furthermore, the traffic calming features and tighter corners proposed for the Mount Pleasant and Davisville intersection will effectively reduce turning speeds where heavy traffic meets neighborhood streets.

Balanced Community Adjustments: Practical additions like the new commercial loading zone at 21 Davisville Avenue demonstrates a balanced approach that protects pedestrians while maintaining the logistical viability of local businesses.

Prohibiting left turns from the laneway beside Mount Pleasant Parkette will eliminate a hazardous merge point near Greenwood College School.

These recommendations represent a proactive step toward the City's Vision Zero goals. By implementing these changes, Toronto can create a more predictable, calmer, and significantly safer environment for everyone—whether they are walking, cycling, accessing transit, or driving in or through the area.

In addition to these immediate safety upgrades, **we strongly support the next phase of a safer Davisville in early 2027: the implementation of a dedicated bikeway along the corridor.** A safe, connected cycling network is essential for providing residents with practical, sustainable transportation options. Bikeway

infrastructure along Davisville will ensure complete, all-ages-and-abilities safety and further enhance this vibrant midtown community.

Thank you for your commitment to making Toronto's streets safer for all road users.

Catherine Ann Kerwin
On behalf of [Yonge4All](#)